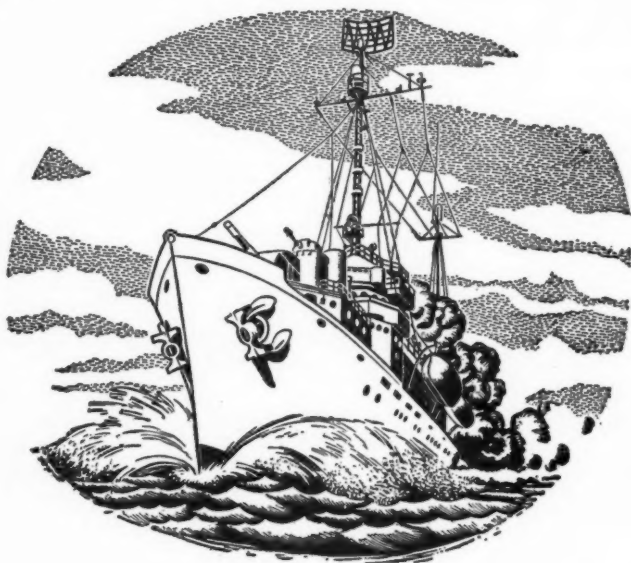


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U.S. COAST GUARD BULLETIN...



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The Coast Guard Yard

If you're a Coast Guardsman, sooner or later you're bound to journey to the YARD—major shipbuilding repair and manufacturing plant of the Coast Guard, located at Curtis Bay, Md.

Maybe you've been there. Maybe you're familiar with the whole 112-acre set-up of it; the modern well-kept buildings, the cropped green lawns; the smoothly navigated roads that run in handy "cat-cradles" between related activities. Maybe you've seen the sky-scraper derricks and tower cranes, swinging their loads against the sky; heard the clang of the foundry and the whir of machine-shop motors over by the east bulkhead. Maybe you've heard the hiss of a boiler being "blown" and had the acrid smoke sting your nostrils. Doubtless you've stepped into the spacious boat shop, pleasingly redolent of new lumber, fresh varnish and paint, and seen the Coast Guard's famous laminated self-balling, self-righting lifeboats in various stages of construction. Maybe you have known the "YARD" since it was the "DEPOT," or even the "PLANT," though that would really make you an old-timer.

To the Yard-conscious, there is little to tell. To those who have yet to make its acquaintance—you should see it on a busy October afternoon.

Often referred to as a beehive, it can live up to that reputation with "one hand tied behind." It is compact, yet refreshingly uncluttered. From the salvage storage area, where all manner of gear is kept in meticulous order, to the attractive red brick Administration Building, the "YARD" is shipshape. The whole set-up is patterned for convenience of op-

eration, and facility of communication between related units. Machine shops are near the docks and, as one would expect in such an efficiently managed organization, storehouses fringe the "YARD" with railroad spurs at hand. Railroad spurs also service the lumber yards, storage sheds, boat sheds, the west bulkhead and piers 1, 2, and 3, on the south bulkhead.

Other unbelievably adequate services are also at hand. Ships can be supplied with fresh water, steam, air and high and low voltage electricity, 120 d. c., 110 and 440 a. c. This service is accessible through "connections" piped along the docks with numerous outlets located at proper vantage points.

There are two drydocks at the YARD. The "permanent" dock which can handle the largest Coast Guard cutters and a smaller drydock generally used for patrol boats and light vessels. There are five cranes at the YARD, one for each pier, one for the east wall and the building ways.

On the day of our visit, the *Spencer* was at pier 1 for general overhaul; the *Pontchartrain* for overhaul in addition to having her 5-inch twin mounts and turrets replaced with 5-inch single mounts. The *Winnebago* and *Androscoggin* berthed at pier 3, were also in the process of having twin mounts replaced with singles. The *Winnebago* was being readied for weather patrol—the *Androscoggin* just back from weather patrol, appeared badly in need of "YARD" care, with paint peeling and her white hull rust-patched and battered. The *Apalache* and *Mohican* were getting a general overhaul as was the buoy tender *Mariposa* and two bright red, white lettered *Relief* light-



COAST GUARD CUTTERS *Winnebago* and *Androskoggin* in process of having 5-inch twin mounts and turrets replaced with 5-inch single mounts—Pier 3, CG YARD.

ships. Scheduled for near future arrival were the *Sebago*, *Cherokee*, *Spar*, and *Aurora*.

Though ships come to the YARD only for major overhaul, in an emergency a ship may put in at the YARD if in the vicinity and all possible aid will be rendered.

At the time of our visit, there appeared to be nine big "jobs" in progress in addition to the thousands of regulars.

Projects are set up on "boards" in the Control Center Production Office. These boards show the status of work on various projects and indicate in great detail all pertinent information. Approximately one thousand individual job orders on vessels and projects can be handled on the boards—each board tantamount to an individual story of the project. These boards, models of neatness, are conveniently "hung" in metal frames that move with ease, permitting the "operator" to record activities of projects with speed

and facility. The "movement" of work on a project is indicated by means of "pins" of various colors, yellow, pink, blue, red, and green, etc., each color having individual significance.

An important "contraption" at the YARD is the oil barge: Generally, before any vessel can be worked on, her fuel oil must be removed, and precaution taken to eliminate danger of explosive gases. The oil barge takes care of all that and stores the oil until the vessel is ready for refueling. There is a large "structural shop" where boilers and buoys are manufactured and much other work accomplished; the combined pipe shop and electric shop where sheet metal ventilating ducts and other sheet metal work is handled; the foundry and furnaces, and "inside" machine shop. There's a floating crane with a maximum lift of 62,720 pounds, used to "hoist" heavy objects from water or places inaccessible to the "gantries." A glimpse through the door



FOUNDRY—Coast Guard Yard, Curtis Bay, Md.
Pouring molten brass into molds.

of the wood working shop revealed a "strongback" in the process of being made.

The electronics shop is completely equipped for radar, loran, and sonar maintenance, and for care of all major phases of electronic installations, and testings, as well as minor electrical repair work on every ship that comes to the YARD. The YARD garage has stalls for fire trucks and hose, and maintains and repairs all YARD vehicles. The ordinance and photographers shop handles all duplicating, and prints forms pertinent to yard operation, pamphlets, instructions, etc.

To list the various YARD activities and attempt to set down the contribution each makes toward service operation would be to beggar each one, for to do justice to the work of each unit requires a separate "story."

Since its debut in 1899 when it started out on 36-acres of farm land the YARD has developed into one of the most ver-

satile ship building and repair yards in the United States.

Now, with its scores of buildings, shops and other structures, its volume of equipment and facilities, its efficient staff, its cooperative personnel complement, both civilian and military, the YARD is an important and doubtless will remain an integral part of the Coast Guard.

Lakes' Tonnage

According to the SCOREBOARD of the BULLETIN, Lake Carriers' Association publication for September 1948, peacetime records went tumbling in August as the Great Lakes bulk fleet continued at full capacity pace, registering the largest coal movement for any peacetime month; largest movement of ore, coal and grain to date for any comparable peacetime period, and largest cumulative ore movement to date in peacetime.

"Mack" Has a Face-Lifting

As Will Rogers used to say, "All I know is what I read in the papers." According to the Cleveland Plain Dealer, the famous Coast Guard ice breaker *Mackinaw*, affectionately known as "Mack" in Great Lakes' vernacular, while undergoing a recent major "face-lifting" operation at the Manitowoc Shipbuilding Co., served as a Wisconsin Power Plant, providing 400 kilowatts of power an hour—said to be sufficient to light more than 4,000 100-watt lamps. This additional power was available as long as the ship remained in the yard.

Conservation of electricity was urgently requested by the Manitowoc Municipal Plant and Wisconsin Public Service after an unusually dry summer had cut available water power for the utility and the peak load taxed the capacity of its steam plants. "Mack" made her debut as a power plant by means of a cable, laid from her power plant to the shipyard's power circuits.

The "lifting" performed at the Manitowoc Shipbuilding Co. was considerable. The navigating bridge of the *Mackinaw* has been enlarged to almost three times its former size. The wheelhouse now has curving lines, harmonizing with the wings of the bridge giving "Mack" a sleek, streamlined effect. No more will those bitter blasts sweep through portholes, opened to provide visibility when the weather ices up and the thermometer sneaks to zero or below. "Windows," 24 by 36, equipped with airplane-type defrosting units, have replaced the 16-inch portholes. Numerous other improvements have been made: Emergency sleeping quarters for the CO off the chartroom, for use when his presence near the bridge is required; remote controls for the engines have been moved to positions near the ends of the bridge to enable the navigating officer to look over the ship's side when engaged in "close-in" work; a new automatic warm-up system for the main engines to keep them at running temperatures even when stopped, reducing the warm up period from 1 hour to zero.

Alterations have been made to the CO's quarters and the pantry.

The popularity enjoyed by the big white cutter is well understood for besides serving as an ice breaker and rescue ship, succoring car ferries, fishing boats and other craft, "Mack" steaming in, with flags flying, adds more than a touch of glamor to regattas and other civic events in the Great Lakes area.

One for Ripley

The man who gets hurt is often the victim of another person's failure to think.

For instance: At an industrial plant a dump truck had emptied its load and pulled out with its bed up. The bed struck a derrick guy wire, which bounced against a 40-foot ladder standing nearby. The construction superintendent saw that the ladder was falling toward a group of men, ran to it, and pushed the ladder so that it would clear the workers. The ladder then struck a group of steel plates which were standing on edge, the plates fell and knocked over a welding machine, and the welding machine hit the construction superintendent, breaking his ankle.

Don't get the idea that it doesn't pay to help a shipmate. However, do you think the man with the broken ankle was at fault?—*Engineers Digest*.

New P. A. System Can Cause Deafness

The new High Power Announcing Equipment, now being delivered to Air Stations consists essentially of a 500-watt amplifier and a 16-unit, high-power, reproducer capable of delivering full 500 watts peak sustained audio power.

CAUTION: When adjusting or operating the equipment, make sure that no personnel are within close range of the reproducer. THE OUTPUT OF THE HIGH-POWER SOUND REPRODUCER CAN CAUSE PERMANENT DAMAGE TO THE EAR.—*Engineers Digest*.

Coast Guard League National Convention

The Third Annual National Convention of the Coast Guard League, held in Boston, Mass., October 4, 5, 6, and 7, 1948, elected John P. Henrie of Glenside, Pa., as National Commander for 1949 to succeed James S. Hunt of Fort Lauderdale, Fla. Other officers elected were:



JOHN P. HENRIE,
National Commander,
Coast Guard League.

Vice Commanders

Pedro P. Aran, San Juan, P. R.
Charles A. Elliot, Los Angeles, Calif.
Judge Geo. E. Holt, Miami, Fla.
R. J. O'Brien, Jr., Paterson, N. J.

Paymaster

Robert A. Burns, Louisville, Ky.

Judge Advocate

Orvis H. Saxby, Boston, Mass.

Assistant Judge Advocate

Judge W. Marion Hendry, Tampa, Fla.

The convention adopted resolutions favoring a strong Organized Reserve; full support of the U. S. Coast Guard Academy Memorial Chapel Fund Committee; established an Annual Award for Personal Character to a member of the graduating class selected by his classmates; organized a ladies' unit of the League to be named the "Spartners"; rededicated its corporate objectives of service to the Coast Guard and to its members.

Miami, Fla., is being considered for the 1949 National Convention to be held late in November.

A. J. Callendo (Tony) was retained at National Headquarters as Executive Secretary for another year.

Area and District Commanders at Headquarters

On Monday morning, 11 October 1948, Area and District Commanders of the Coast Guard assembled at Headquarters for their annual 3-day conference. These annual conferences were inaugurated several years ago to afford top field commanders an opportunity to meet with the Commandant and his staff for round-table discussions of Service programs and policy.

Following a preliminary meeting with the Commandant, visiting officers met with the Chief, Planning and Control Staff to study the 1949 appropriations, the 1950 budget estimates, and the legislative program of the Coast Guard.

The first afternoon session, devoted to Coast Guard Welfare, was preceded by the District Commanders luncheon at the Army-Navy Club, guests of honor being Hon. John W. Snyder, Secretary of the Treasury, Mr. E. H. Foley, Jr., Under Secretary of the Treasury, Mr. J. S. Graham, Assistant to the Secretary, and Mr. William W. Parsons, Administrative Assistant to the Secretary.

The forenoon of the second day was occupied with discussions concerning the Operating Program for 1949 and the Merchant Marine Inspection Activities Program. A visit to the Coast Guard Yard at Curtis Bay, Md., occupied the afternoon of the second day at which time engineering problems were considered and discussed. Although most District Commanders are generally familiar with the activities of the Yard, this visit provided first hand reaction to the work now going on and knowledge as to facilities presently available at the Yard.

The final day of the conference was made up of a round of discussions on a variety of topics such as Procurement and Finance, Proposed Uniform Disciplinary System for the Armed Services, Personnel Program for 1949, Public Information Program, and Coast Guard activities on Interdepartmental and International Level.



PRODUCTION CONTROL CENTER, Production Office, Coast Guard Yard.

MISS PAULINE LAMBERT operating production boards. These boards indicate progress of vessels and projects at Coast Guard Yard. They contain all pertinent information relating to the progress of the various jobs in the YARD.

One of the highlights of the 3-day meeting was the showing of "THE SECRET LAND"—MGM's 72-minute color feature of Operation Highjump in which the Coast Guard ice breaker *Northwind* played so prominent a part. The picture, scheduled for its premiere in many of the larger cities of the United States during October, was screened at the conclusion of a dinner on Tuesday evening.

Tag Those Valves

Recently two men were installing new gaskets in the main steam line. The stop valve was closed but leaked slightly so that it was necessary to keep a drain valve open to avoid building up pressure. One gasket had been replaced without difficulty, but when a second flange was broken a little later, steam rushed out and burned both men.

Investigation disclosed the fact that someone had closed the drain line after the first flange had been closed and before the second was broken and so allowed pressure to build up.

Accidents of this kind can be very largely prevented through the use of tags bearing some such notation as "Warning—Men Working on Line—Do Not Touch."

These tags should be put on by the man who is doing the work and should be removed by no one but him. An even safer procedure is to provide a means of padlocking a valve so that it cannot be turned. Also, valve locking gear similar to that in use by the Navy can be easily made.—*Engineers Digest*.

STAY WITH THE BOAT

If You Capsize

When Sailing, Fishing, Yachting

Over the Hump

"Everybody talks about the weather, but nobody does anything about it." That well-known quotation, commonly ascribed to Mark Twain, is as timely today as it was some 70 years ago and as it probably will be 70 years hence. For, the elements are and doubtless will ever remain beyond the ambitious control of man.

However, through the establishment of Ocean Weather Stations, operated jointly by the U. S. Weather Bureau and the U. S. Coast Guard, an attempt is being made—not to "do anything" about the elements, of course, but to contribute that famous ounce of prevention, reputedly worth more than a pound of cure.

With the almost simultaneous inauguration by the USCGC *Winona* of Station A in the Gulf of Alaska, and the USCGC *Duane* of Station E, 800 miles east of Bermuda, on 28 and 29 September 1948, respectively, the Coast Guard went well over the hump in a schedule which tentatively calls for 10 U. S. Ocean Weather Stations.

The newest station in the Atlantic—Station E—makes the fourth Atlantic Weather Station patrolled by the Coast Guard under terms of an International Agreement administered through ICAO, sponsored by the United Nations. Coast Guard cutters now patrol Station A between Greenland and Iceland; Station B between Labrador and Greenland (joint with Canada), manned full time since 22 September 1948, and Station C, between Newfoundland and Ireland.

In "patrolling" an Ocean Weather Station the ship maintains position in a midocean area 10 miles square, taking surface observations every three hours and wind aloft observations every 6 hours. This information is transmitted to the Weather Bureau at Washington, D. C., together with twice daily radiosonde observations. Transocean aviation makes wide use of Ocean Weather Station reports.

Weather ships serve as radio beacons for high-flying air liners. Often unseen in the overcast, these air liners are picked up on the weather ship's radar screen; radio communication is established and, if requested, the plane is given a radar fix as to actual course and speed as plotted aboard the weather ship.

The International Convention calls for 13 Ocean Weather Stations—United States and foreign—in the North Atlantic. Of these 13 the U. S. Coast Guard is to man 7½, the "half" station being operated jointly by the United States and Canada. When these 13 are fully manned and equipped, no aircraft flying the Atlantic will ever be more than 2 hours' flying time from a source of rescue.

In the joint operation by the U. S. Weather Bureau and the Coast Guard of a vessel on Weather Patrol, ship and communication facilities are supplied by the Coast Guard; observation personnel and special equipment required are supplied by the U. S. Weather Bureau.

Cruise Side Light

Here's an interesting side light on the 1948 Cadet Practice Cruise. The *Eagle* carried a cargo of 10 tons of canned food from the people of New London, Conn., to those of "Old" London, England.

This generous action was sponsored by the Rotary, Kiwanis, and Lion Clubs, and the Day Publishing Co. of New London. Collection by house-to-house canvass of the City, was made by Boy Scouts.

Also aboard the *Eagle* was a handmade mahogany box containing brochures conveying greetings to the Boy Scouts of England from the Boy Scouts of New London.

STAY WITH THE BOAT

If You Capsize

The Boat Will Stay Afloat Longer Than You

C. G. Publicizes Academy Cooperation

Seventeen officers from Headquarters and an additional number from the various districts within continental United States are visiting secondary schools in all sections of the Nation to acquaint students and school officials alike with the Coast Guard Academy at New London, Conn. The visits will continue through January 1949, since arrangements to take the entrance examinations must be completed by 15 January 1949. The examinations will be held 23-24 February 1949, in major cities of every state and territory.

Figures from previous years show that a considerable number of men accepted for cadetship received stimulus to choose a career in the Coast Guard as the result of such visits to secondary schools by Coast Guard officers.

In order to inform students and teachers about the Academy, these officers will show motion pictures, deliver lectures, distribute posters, literature, radio announcements, and press releases. In certain areas, it is expected that television stations will broadcast Coast Guard motion pictures as part of the public service programs.

Through the medium of these officers, Headquarters intends to emphasize that an appointment to the Academy is the first step in a career as Coast Guard officer; that the free 4-year education is secondary, and that prospective cadets entering the Academy with the primary hope of becoming Coast Guard officers, will fare much better than those who have no such career in mind.

Certainly the work of the Coast Guard contributes as much to the public welfare and interest as does the work of other services whose academies are better known through sheer size.

According to Prof. H. L. Seward of Yale, the Coast Guard Academy rates, " * * * in about the upper 10 percent of the country's engineering colleges." The Academy is accredited by the American Association of Universities and the Engineers' Council for Professional Development, thus ranking with the foremost United States scientific colleges.

The versatile helicopter again performed with gratifying results recently when HO2S, No. 75689 from the Coast Guard Air Station, Elizabeth City, N. C., was pressed into service by FBI and North Carolina State Police to assist in the apprehension of armed bandits who had robbed a bank in Columbia, N. C., and made off with \$60,000.

The bandits having escaped by automobile, abandoned the get-away car and, as it developed, sought to hide out in the dense wood and underbrush.

The Coast Guard helicopter transported the law enforcement officers to the vicinity of the abandoned automobile, then covered all water areas, side roads, woods, paths, and open area. Pilot and FBI agent landed to search two abandoned farm houses and outbuildings. The helicopter, meanwhile, had discerned movement in a small wooded area and by means of helicopter bull horn directed the searchers to a copse of pine and underbrush where the gang leader was captured. Law enforcement officers with the aid of bloodhounds soon tracked down and captured four other bandits seeking to hide in the vicinity.

Thus the long arm of the law, assisted by the eye of the helicopter, effected speedy justice in the case of the Columbia bank robbery.

The Art of Getting Along

SOONER or LATER, a man, if he is wise, discovers that life is a mixture of good days and bad, victory and defeat, give and take. He learns that it doesn't pay to be a sensitive soul; that he should let some things go over his head like water off a duck's back. He learns that he who loses his temper usually loses out. He learns that all men have burnt toast for breakfast now and then, and that he shouldn't take the other fellow's grouch too seriously. He learns that carrying a chip on his shoulder is the easiest way to get into a fight.—Courtesy of *Atlas Press*.



COAST GUARDSMAN HONORED FOR RESCUE—Marion K. Reynolds, 32, Boatswain's Mate 1/c, USCG, proudly wears the Treasury Department's Gold Life-Saving Medal. Shown here after the presentation by Secretary Snyder on 8 October 1948, are Secretary of the Treasury John W. Snyder, Rear Admiral Merlin O'Neill, Assistant Commandant, USCG, Mr. Reynolds and his wife, Lois Reynolds.

Heroism

"Heroism," according to Emerson, "feels and never reasons and therefore is always right."

An act of heroism, such as that performed by Marion K. Reynolds, Boatswain's Mate 1/c, USCG, stands out as one of the few bright spots in a world grown astonishingly material and sadly callous.

That Marion K. Reynolds requested permission to go over the side, in the chill dark of early morning, in a rough sea, with the vessel in a heavy roll, to rescue his shipmate Robert T. Gray, who had been knocked over the side and though near exhaustion was feebly attempting to reach the ship, is proof of

that "greater love" to which few dare lay claim.

That Marion K. Reynolds has been signally honored for his "heroic action beyond the call of duty" in being presented with the rarely bestowed Treasury Department Gold Lifesaving Medal, proves how right he was.

In appropriate ceremonies held in the Office of the Secretary on 8 October 1948, Secretary Snyder personally presented the medal to Mr. Reynolds in the presence of Mrs. Reynolds and Officers of the United States Coast Guard.

Marion K. Reynolds had already been honored in receiving the American Legion's "Medal of Valor" for being the Coast Guard "hero of the year 1947." Marion K. Reynolds who hails from Allston, Mass., is still serving aboard the *McCulloch*.

Shore-Based Radar

In a talk before the American Merchant Marine Conference at New York City on 14 October 1948, Capt. D. E. McKay, Chief, Communications Division, USCG, discussed operational aspects pertinent to the use of shore-based radar for harbor control, citing as a comparative example the popularity enjoyed by the so-called GCA (ground control approach) system in use at certain airports to "talk down" aircraft during periods of adverse weather.

In support of shore-based radar for harbor control, Captain McKay made reference to documents submitted at the first IMRAN held in London (England) in 1946 which emphasized the desirability of supplementing harbor facilities with radar thus providing, " * * * virtually instantaneous information of movements in the port area."

Numerous interesting facts were presented concerning operational considerations leading to the design and installation of the Liverpool (England) radar station, namely:

Shore based radar would clearly indicate shipping conditions in the channel and river.

During a fog the master of a ship could take his vessel up the narrow channel to Liverpool and permit the vessel to berth rather than anchor off the entrance and perhaps miss several tides.

Shore-based radar would likewise enable a master to undock and proceed to sea knowing that the channel was clear of shipping.

In event of the channel becoming blocked, the harbor authorities would be aware of the fact and shipping about to enter could be warned.

Radar would reveal and locate stranded vessels within the port and possibly result in the saving of a vessel which might otherwise be lost.

Positions of navigational sea marks within port area and approaches could be checked. If out of position, port authorities could warn shipping and replace marks.

Port Health Officers, Customs and Immigration officials could be better informed as to the movements of all incoming vessels, resulting in time saving.

Captain McKay pointed out that these operational considerations and advantages, foreseen as a result of the Liverpool installation, placed into operation 30 July 1948 are more or less applicable to ports and harbors generally.

He further pointed out that in the United States use of radar for harbor control is and has been under consideration: That some experimental installations had been set up by the Coast Guard and limited tests conducted from which certain conclusions were reached, namely, that control of shipping at harbor entrances and in channels is feasible by means of shore radar installation supplemented by an efficient communications system.

He further stated that under the terms of Public Law 786, Eightieth Congress, the Coast Guard " * * * is authorized to establish, maintain, and operate aids to maritime navigation * * *," and that under this authority the Coast Guard could maintain and operate shore-based radar, however, to obtain funds for such installation from Congress a justification must first be established but this justification has not been established.

In addition to the safety of navigation feature, Captain McKay listed the economic advantages of such a system—these are, in part, elimination of docking delays caused by periods of low visibility in harbor areas and, similarly, undocking and departure delays. Such delays increase turn around time, upset schedules and prove costly to ship owner and port operating agency.

He pointed out that coordinating supervision of such service, with respect to uniformity of procedures and methods of operation of the installation of several ports would fall within the province of the Coast Guard. This perhaps could be accomplished by indirect approach through organizations such as the American Association of Port Authorities or by direct liaison with the operating agency

in an advisory capacity. Supervision by the Coast Guard would insure coordination of such service with military requirements, making it adaptable for immediate use in event of a national emergency.

Captain McKay closed his talk with the following quote from the first IMRAN Documents:*

"It appears that in the future—possibly the very remote future—the control of the final stages of navigating a vessel into harbor may be operated from shore just as in the air the landing of an aircraft is largely in the hands of the airfield controller. By the combined use of shore-based radar and highly accurate navigational systems providing pilotage facilities, it is not difficult to conceive of arrangements by which a harbor control officer could supervise shipping in the harbor and its approaches in all weathers, directing each vessel as to its proper course, assembling them and passing them in turn along to the proper harbor entrance channel so that the movements of shipping might go on unimpeded in all weathers. There is no doubt something far-fetched in this idea, at least to the mariner, accustomed to regard the master as solely and supremely responsible for the safety and conduct of his ship. Nevertheless, when one considers the time lost in foggy weather due to the standstill of shipping, it is at least justifiable to devote a little time to speculating whether radio and radar together might not one day prove of great value in this particular problem. Circumstances have forced air transport to accept and even demand ground control of the landing and taking off of aircraft. It is for the world of shipping to take note that none of the lessons thereby learned are being ignored. It is significant that some harbor authorities are already eager to experiment with radar as a means of generally supervising their area of control and this may well lead to the development foreshadowed above."

*Reproduced from *International Meeting on Radio Aids to Marine Navigation, May 1946, Volume II* by permission of the Controller of His Majesties Stationery Office.

Coast Guard Welfare

According to the Annual Report of the Board of Control, Coast Guard Welfare, covering the period 1 April 1947, to 31 March 1948, the board held eight meetings all of which were presided over by Rear Adm. Ellis Reed-Hill. Membership enrollment jumped from the past average of 15 percent of total Coast Guard personnel to 40 percent, indicating an honest effort by the Welfare Directors toward the ultimate goal of 100 percent, the belief being expressed by the board that a proper concept of Coast Guard Welfare by service personnel is reflected in the number who are members.

During the fiscal year just passed, medical expenses and aid to retired personnel presented two major problems. In the matter of medical expense, the problem was eased to a certain extent in cases where convenient access to Marine hospitals, within a radius approximating 50 miles, was possible, and when facilities of Public Health Relief Stations were available. Reports of certain Welfare Directors cited instances in which such authorized medical and hospital facilities were beyond convenient reach. Reports of other Welfare Directors countered with the encouraging news of arrangements made and in the process of being made for the hospitalization of Coast Guard personnel at contiguous points.

Incorporated in the Annual Report were recommendations favoring the creating and perfecting of individual programs in each district and the dissemination to families of servicemen of all available official information concerning eligibility for Public Health Service facilities. It was the consensus of opinion, also, that the committees of women workers in each District Unit, operating under the jurisdiction of the District Director, are aptly suited for developing this program.

Concerning the subject of retired personnel, the chief problem appeared to be inability of personnel in lower brackets to cope with living costs at present retirement pay levels. It was decided that retired personnel are entitled to assist-

ance from Coast Guard Welfare and that each case would have to be considered on individual merit.

"The Coast Guard Will Take Care of Its Own"—aims toward assistance in solving problems of Coast Guard personnel—active or retired—and strives to link every reasonable channel of assistance.

Numerous other phases of welfare were duly considered, among them: Methods adopted for handling personal loans, grants, membership drives, services rendered by various Units within each district; need for setting up more units within the districts, and representative activities, afloat and ashore. Outright grants, and loans later converted to grants, were considered about average by comparison with the volume of cases handled.

Hope was expressed that yearly receipts would offset necessary routine expenditures in order that interest revenue from bonds owned might continue to maintain present levels.

The annual report closed with an acknowledgment of the valuable assistances rendered by individuals, organizations and societies not connected with Coast Guard Welfare. Chief among these is the American Red Cross. In many cases the Red Cross has secured and furnished home service reports otherwise unobtainable. Hope was expressed that this fine relationship might be continued, also that a working agreement might be entered into at some future date which would permit joint Red Cross-Coast Guard Welfare financial operation, it being pointed out that Coast Guard Welfare is designed to extend assistance given by the Red Cross and not to replace it.

The annual report closes with an itemized financial report for the year ending March 31, 1948, according to districts and a board of control certified cash account.

Distribution (SDL No. 35):

A: a, b, c (5 ea); d, e, f, l (3 ea); remainder (1 ea).

B: c (14 ea); f, g (7 ea); e, h, i, l (5 ea); j (3 ea); d, k (2 ea); remainder (1 ea).

C: a, d (3 ea); remainder (1 ea).

D: all (1 ea).

List 118 (Foreign).

During the period covered, 2,340 personal loans were made amounting to \$150,924.15, against which, 1984 were repaid in the sum of \$134,368.26. Cancellation of 641 personal loans due amounted to \$19,071.08, while 41 grants amounting to \$5,595.31 were made, 1,277 personal loans amounting to \$73,864.56 were outstanding at the end of the period.

Chapel Support

In support of the Coast Guard Memorial Chapel Fund Drive comes an unsolicited contribution in the form of the following letter from Harry W. Newman, YNC, stationed at CGHQ.

19 October 1948.

Comdr. J. C. WENDLAND,

Secretary, Academy Chapel Fund.

SIR: Pursuant to our conversation of this date, it is requested that donation certificate No. 4 be reserved for me. I shall be proud and happy to make a donation of not less than \$25 to this most worthy cause.

I have two reasons for wanting to donate. One, I believe the idea of an Academy Chapel will serve a manifold purpose; such as providing means by which many people may honor the memory of friends or relatives who gave their lives in the Service, providing a more suitable place of worship for those at the Academy, etc. Two, my eldest son who died two years ago had hoped to enter the Academy and make the Coast Guard his career.

I realize the amount I am able to donate will be but a "drop in the bucket" but I shall make my donation with much happiness and pride.

Respectfully,

HARRY W. NEWMAN, YNC.

P. S.: I shall further look forward to making additional donations as the fund raising campaign progresses.

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